

Hongkong Daily Press.

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No 13,298 號捌十玖百貳千叁萬壹第 日玖拾貳月捌年六十二緒光 HONGKONG, MONDAY, OCTOBER 22ND, 1900. 壹拜禮 貳貳十貳月十年百九千壹英港香 PRICE \$2½ PER MONTH

New Advertisements will be found on page 4.

TWO TONICS.

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HONGKONG DISPENSARY.

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WINE SHIPPERS SINCE 1815.

Who have consigned their Brands to Hongkong

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The sale of this good Scotch increases month

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Sole Agents for it—

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KILMARNOCK WHISKY.

This World-renowned

Fine Old Highland Whiskies are shipped

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G. C. ANDERSON,

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PRICE \$10.75 PER DOZEN

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"SPECIAL BLEND" WHISKY

Blend

of Selected

Distillations of the

Finest Scotch Whiskies

Apply to

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HONGKONG HIGH-LEVEL TRAM-

WAYS COMPANY, LIMITED.

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WEEK DAYS.

7.20 a.m. to 8.30 a.m. Every quarter of an hour

8.40 a.m. to 9.50 a.m. Every ten minutes.

9.50 a.m. to 10.45 a.m. Every quarter of an hour

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3.20 p.m. to 6.30 p.m. Every quarter of an hour

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Extra Night cars at 11.30 and 11.45 p.m.

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Night cars at 8.45 p.m. and 9 p.m. and from

9.45 p.m. to 11.15 p.m. every half hour.

SPECIAL CARS by arrangement at the Com-

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General Managers.

Hongkong, 1st May 1890.

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THE pleasure of cycling, consists in having

a first class Machine and the above Es-

tablishment is always leading in this respect.

We are Agents for the famous "MON-

ROWE" and "MONOPOLE" CYCLES,

and we also supply fitting of every description.

Repairs can be had in second hand Machines.

Repairs executed with promptitude and skill.

Enamelling a specialty.

MCKIRDY & CO.,

43 & 45A, QUEEN'S ROAD EAST,

Hongkong, 3rd November, 1899.

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Established 1710.

CHAMPAGNE GROWERS AND

SHIPPERS.

Ship only the Finest Quality

Extra Dry (Green Seal)

LAURENCE & CO.

Sole Agents.

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GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

\$5.00 per Cask of 37½ lbs net or Factory.

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NEWEST & BEST MATERIALS.

DRESS SUITS from \$35.
TWEED LOUNGE SUITS from 35.
NOBLES JACKET SUITS from 35.
SCOTCH TWEED ULSTERS, for Travelling, from 50.

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17A, QUEEN'S ROAD, HONGKONG.

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ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned—

SUPERB OLD COGNAC,

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY.—

THE "PAIL MALL,

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS, THEY ARE UNEQUALLED AT THE PRICE

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ALWAYS ON HAND THE BEST MARKS

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Entrance: ICE HOUSE STREET (New Victoria Hotel).

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IS THE ONLY BEVERAGE ONE NEVER REGRETS DRINKING.

TONIC AND REFRESHING.

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CHEMISTS, AERATED WATER MANUFACTURERS, AND

COMMISSION AGENTS.

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LIQUEURS.

SLOE GIN..... "PEDLAR" BRAND.

ORANGE GIN.....

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COTTAM & CO.

NEW AUTUMN GOODS.

AMERICAN BOOTS AND SHOES.

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MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c.

"GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the

best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum on

Piston and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR

METALLIC" BOILER JOINTS as SUPPLIED to H. M. and other FOREIGN NAVIES.

ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition used exten-

sively by the British and American Navies. ASBESTOS FIREPROOF COLOUR and

PUNNET PAINT. "SALAMANDER" Lubricating and Cylinder Oils of the Best Quality.

"CAURICEDALE METAL" Anti-friction Plastic Metal, recognized by engineering experts

to be the best Metal in the Market.

ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.

Chief Superintendent .. THOMAS SKINNER.

Superintendent .. ARCHIBALD RITCHIE.

DODWELL & CO., LIMITED, General Managers.

THE ROYAL PIANOS.

TWO OF THIS FAMOUS AMERICAN MAKE AT A SPECIALLY LOW PRICE

TO INTRODUCE.

RACHALS' PIANOS, "THE EVERLASTING" SIX MORE UNPACKING.

SOLE AGENTS FOR THE SPECIALLY PREPARED MODELS OF ALL THE

FAMOUS MAKERS.

AMERICAN, ENGLISH AND GERMAN.

EVERY PIANO SOLD BY US IS FULLY GUARANTEED BOTH

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M.A., Illustrated with Photos

taken by the Author .. 7.00

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Cricket, by Ford, Richardson and Kemp

Dollar and Rupee Exchange Tables .. 3.00

Pail Mall Magazine, vol. 21 .. 4.50

China in Decay, by Alexis Krause, the

Story of a Disappearing Empire .. 3.50

The Daily Mail Map of the War in

China .. 70

Pittman's Advanced Bookkeeping

Chinese Characterstics, von A. H.

Smith .. 1.75

All the World's Fighting Ships, by F.

T. Jane, Illustrated .. 7.50

Day by Day Cookery Book—Breakfasts,

Luncheons and Dinners for every

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Whybrow .. 2.25

La Renovation de L'Asie, Sibirie-Chine

Japon, by Pierre Leroy Beaulieu .. 2.50

Wanderings in China, by C. F. Gordon

Cumming, Cheap Edition .. 3.50

LETTS' DIARIES, 1900.

THE VICTORIA DISPENSARY,

HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

LEMONADE.

SARSAPARILLA.

TONIC WATER.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers

PARIS EXHIBITION, 1900.

THE GRAND PRIZE

(HIGHEST AWARD) FOR SCOTCH WHISKY HAS BEEN AWARDED TO

JOHN DEWAR & SONS, LTD.

SOLE AGENTS—

H. PRICE & CO.,

12, QUEEN'S ROAD.

NOTICE.

IN consequence of the great increase in the

price of Coal the undermentioned Lines

beg to give notice that on and after this date

and until further notice they are compelled to

CHARGE A PRIMEAGE of 10 per cent.

on all PASSENGER RATES by their Steamers.

A. M. MARSHALL,

Acting Superintendent,

P. & O. S. N. Co.

G. DE CHAMPEAUX,

Agent.

M. M. CIE.

MELCHERS & CO.,

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AUSTRIAN LLOYDS S. N. Co.

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Manager.

NIPPON YUSEN KAISHA.

Hongkong, 15th October, 1900.

LOONG PI HORSE REPOSITORY.

SITUATED at No. 2A, MATHESON

STREET, WONG-KEI-CHEUNG, near No. 1

Police Station, and three minutes' drive from

Windsor Garden and Restaurant. CAR-

RIAGES for HIRE at Cheap Rates.

Hongkong, 22nd October, 1900.

HOTELS

WINDSOR GARDEN & RESTAURANT.

A PLEASANT 15 minutes' drive from town

will bring Visitors to above, which over-

looks Happy Valley, and commands a magnifi-

cent view of the surrounding Hills and Eze-

course. Unequalled situation, in a quiet and

healthy locality. Can be overlooked from the

Bowen Road, from which Visitors may either

walk down or ride by chair. Tennis, Croquet,

&c.

KOWLOON HOTEL.

THIS HOTEL is situated in a quiet

locality, away from the din and distur-

bance of the City, and surrounded by a deligh-

ful Garden. It is an ideal place of Residence.

The building stands on an eminence, giving a

magnificent view of the Harbour and the

City of Victoria. It is within easy access of

the Kowloon Wharves, where the principal

Mail Steamers disembark Passengers, and from

which there is a regular ferry service to Hong-

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MONUMENTAL SCULPTORS.AMERICAN MARBLE.
ITALIAN MARBLE.
HONGKONG GRANITE.
Designs and Prices on application.
Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOOR.A. S. WATSON & CO.,
LIMITED.

SPECIAL LINES.

SCOTCH WHISKY.

COGNAC BRANDY.

(HENNESSY'S).

CLARETS.

FROM THE FINEST CHATEAUX.

PORT &
SHERRY.

[Including Wines bottled by the

Celebrated firm

Geo. G. SANDEMAN, SONS & CO.]

AERATED WATERS.

ABSOLUTE PURITY GUARANTEED.

HONGKONG DISPENSARY.

ESTABLISHED 1841.

BIRTH.

At the American Pres. Mission School House,
KAWASAWA, Japan, on the 4th October, the wife of
THOMAS D. BRIGGS, Kuling, of a son.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, October 22nd, 1900

Our Canton correspondent's letter puts a more serious appearance on the state of affairs in Kwangtung province than it has yet worn. Since the recapture of Weichow by the Imperialists the rebels seem to have recovered the ground lost and to be gaining large accessions to their numbers. The Canton report makes them out to be about twenty thousand strong now, and among their ranks are many deserters from the Imperial army, who, being members of the Triad Society turned their arms against their comrades on the battlefield and completed the rout of the Government troops. The rebels are mainly Hakkas and Tungkun men; their leader is SUN YAT-SUN, whose rescue in London some time ago from the hands of the agents of the Chinese Government created such a sensation, and they are reputed to have obtained their funds from the Chinese of Singapore and America, who form the backbone of the Triad Society. They would appear to be well-armed, to judge from the success with which they have met. Where their weapons were obtained, we do not know; but it is highly probable that the extensive arms-smuggling before the outbreak of the present crisis in the north accounts for a great number. The objects of the rebels are very clearly defined. The principal end to which their efforts are directed is the subversion of the Manchus. The officials who fall into their hands receive no mercy. With this attack on the ruling class or clique is coupled the "protection of foreigners," who, it appears, have nothing to fear from the success of this party. This policy is in keeping with the placards issued by them and extensively circulated, as we hear, in the neighbourhood of Canton, and also with the letter which we published on the 11th instant over the signature "Pyramid." It seems as plain as possible that the rebellion is in its ten-

dencies the very reverse of that which has received the name of the "Boxer rising" in the north.

Such being the case, the position of England in the matter is difficult. The attempt of the southern officials to keep faith with us by the maintenance of order in the Ling Kwang merits our consideration, and if affairs get beyond their control intervention of some kind will be inevitable. But we have seen enough of the results of the mistaken policy carried out through the instrumentality of Gordon at the time of the Taiping revolt, to warn us of the folly, or rather the crime, of forcing the Chinese to continue against their will under the incompetent and barbarous Manchu yoke. The *North China Daily News* in its issue of the 17th instant makes a suggestion which deserves serious attention. "The Allies," says our contemporary, "should open negotiations with the 'leaders of the rebellion, while it is in its inception and before it gets out of hand, for if its object is really to eject the Manchu and replace Kwang Hsu on the throne with a reforming Chinese Cabinet, we must all be in sympathy with it." Some immediate step of this nature is urgently called for. It is a question whether the rebellion is not already getting beyond the power of the local Manchu and Chinese officials to cope with. No more unfortunate event could be imagined than that the rebels, or Reformers, as their leaders claim that they are, should have to be opposed by the armed strength of the Powers, among whom there is not one but knows that the cause for which the rebels profess to fight is one which must ultimately prevail—the abolition of the corrupt and decadent clique of Manchus who prevent all progress for China. If the Kwangtung insurgents can prove their sincerity and the purity of their motives, justice and civilisation itself must prevent us from putting them once more under the feet of their oppressors. Unfortunately the name of Triad has evil associations, particularly to us in Hongkong, and the Reformers must prove that they are opposed to many of the methods of this Society before they can appeal successfully to the sympathies of the world.

One fresh plague case and one death were reported during the 24 hours ending at noon on Saturday.

We regret to have to record the death at the Government Civil Hospital on Saturday, at 4.45 a.m., of Mr. J. B. Plipton, late of the Deep Water Bay Works. The funeral took place the same afternoon.

In the *Gazette* the following additions to the register of qualified medical and surgical practitioners in the colony are notified:—Robert Lamort, French Consulate; Carl Georg Johann Rohrmann, Caine Road.

The Returns of Deaths for last month show that of a grand total of 463, the European and Foreign community claimed 26 deaths—16 among the civil population, 8 in the Army, and 2 in the Navy. The Chinese community lost 443, 104 of the deaths being in No. 2 District, and 43 in No. 3. Plague only occasioned 13 deaths, while chest affections accounted for 91, 6 in the European and foreign community. The rates in the principal registration districts were:—British and Foreign civil community 21 per 1,000 per annum; Chinese community, whole Colony, Land 20.9, Boat 24.3, Land and Boat 21.4; British, Foreign, and Chinese, excluding Army and Navy, 21.4.

Mr. Hazeland had before him on Saturday a Chinaman named Lau Chun Samow, a boat-builder, against whom it was alleged, he had in his possession eight mace of prepared opium contrary to the law. He gave an old-fashioned defence that the drug was put under his table by the officers who were supposed to have "discovered" it, and the charge had been bolstered up by false statements. Constable Wilson proved the execution of the search warrant, and stated that when he entered the room he at once saw the opium under the table, so that it was impossible for the excise officers or any one else with him to have "placed" it there. His worship disbelieved the plea set up, and sentenced the accused to pay a fine of \$10, or suffer 14 days' imprisonment.

A kareen was placed in the dock at the Magistracy on Saturday charged before Mr. Hazeland with being in possession of a number of tacks of prepared opium. He gave his name as Li Cheung Shui, of 136, Des Vaux Road, and said he was a merchant of repute who had been in business for some years. He denied the charge, and said the opium was not his property, for it had been "placed" where it had been found in order to get him into trouble. Excise officer Wong Luk, No. 57, supported the charge, and in answer to His Worship said he did not know the name of the informer, although he had seen him once or twice before the present prosecution. His Worship: Where does he live?—Witness: I don't know. His Worship: Now, tell me what percentage does the Opium Farmer give you for a find? The witness not answering for a second or two, His Worship: Does he not pay you ten per cent.?—Witness: Yes. His Worship: Then why don't you say so; you know there's a recognised fee. The accused said he had a kareen friend who could give evidence on his behalf, and His Worship postponed the further hearing till Monday, allowing bail in \$100.

The text of the Convention between the United Kingdom and Uruguay renewing the Treaty of Friendship, Commerce, and Navigation of November 13, 1885, is published in the *Gazette*.

It is notified in the *Gazette* that the Volunteer will fire from 2.5" R.M.L. and Machine Guns from the platform above the former Customs Station at Leichikok in a westerly direction, over a sea range, from 2 p.m. to 6 p.m., on Wednesday and Saturday next.

Otto Seelberg pleaded guilty before Mr. Hazeland on Saturday at the Magistracy to being drunk and incapable in the Queen's Road early that morning. Fined \$2, or eight days. Sergeant McSway arrested another "drunk"—this time a Sikh—for "being under the influence" in Lyndhurst Terrace on Friday. He received the same punishment.

In consequence of pressure of business in Mr. Hazeland's Court, Mr. Hallifax heard a number of sanitary prosecutions, and punished the offenders who were prosecuted by the Sanitary Board's Inspector (Mr. Brett). For various breaches of the Ordinance referring to cock-lofts eleven persons were fined \$10 each, and four other property-owners were each mulcted in a similar amount for neglecting to provide backyards to their premises.

Lo Sun, an attendant at the Wellington Barracks, was brought up in custody charged by Corporal Tuohy, R.A.M.C., with the theft of a bottle of kerosene oil from the Medical Officer's Room on the previous evening. He pleaded not guilty, and the Corporal said that when arrested the prisoner stated he was Capt. Bowley's "boy," although he subsequently denied it. Mr. Hallifax sentenced the accused to 14 days with hard labour.

The Tokyo Tram Company intends to change its name to "Central Electric Tram Company," since it has obtained permission to substitute electricity for horse power. A meeting of the shareholders was to be held on Saturday last to discuss details. Its capital, hitherto 1,700,000 yen, will be raised to 5 millions in shares of 50 yen each. The period of the Company's charter has been extended from the 45th to the 85th year of Meiji.

A Chinese fitter stood in front of Mr. Hazeland on Saturday at the instance of Mr. Reid, the head watchman at Hungshom Dock, charged with stealing portion of a spindle which had been sent to the works by the Chief Engineer of the U.S.S. *Monterey* to be repaired, and part of which, in its turn, had been handed to the accused to work upon in the ordinary course of business. The charge was formally proved by Mr. Reid and other witnesses, and in sentencing the prisoner to two months' hard labour, His Worship remarked that there was no doubt a considerable amount of pilfering going on at the Dock, and he hoped the punishment awarded would have a deterrent effect upon others.

It seemed strange, and caused quite a little titter in court among those who observed it. Without waiting for the well-known words, "The evidence you shall give, &c.," a Chinese witness stepped into the box at the Magistracy on Saturday, immediately took the Bible in his left hand, kissed it rather rapturously and replaced it. He had undoubtedly done this before he was seen by the court usher, for no other questions were asked, and that official administered the form of oath taken by Chinamen in the courts of law of the Colony, which the witness repeated without the slightest concern. He evidently thought, as he stood by the door of the court watching a European, giving evidence a few moments before he was called, that the kissing of the Book was a portion of the Court's rite to be performed by Christian and heathen alike, for (as was afterwards gathered) he himself had no pretensions towards the former faith.

Sergeant Ritchie and Constable Hudson of the Watch station made a rather smart capture on Friday, resulting in the conviction of two coal thieves, and a magisterial warning, which it is hoped will have the effect of stopping altogether the continual thefts of coal from junks and other small craft in the harbour. From the evidence tendered by the police officers to the magistrate, before whom the accused, Kam Choi and Chan Sang, were brought on Saturday, it appeared that the sergeant espied two men in a coal boat rowing hastily towards some coal junks anchored out in the harbour. Two other boats were making for the same spot, and he (the sergeant) engaged a sampan and put off in pursuit, leaving the constable on the bank to watch for any landing. Of course directly the officers were perceived, the Chinamen used every means in their power to escape, but while two of the boats managed to outrow the pursuing one, the third was being gradually overtaken when it made for the shore. There they were seen by the constable who arrested them after a smart chase, and by a plucky and determined grip of both "queues." When brought back to the boat, which they had left unmoored, it was found to contain about half a ton of Japanese coal. The prisoners, in their defence, said it was a false charge. They were walking along the street when they were arrested. They had been engaged to row the boat for ten cents an hour, and that was all the connection they had with it. His Worship stated he had a strong suspicion that the coal was stolen property, and it was for them to account to him for their possession of it. If they did not they were chargeable with "unlawful possession." The prisoners made no answer, and His Worship said he was once in hopes of putting down these thefts, and thought he had done so, but he saw they were starting again. They certainly had stopped for a short time. He (Mr. Hazeland) supposed it was a very profitable business to the prisoners, and therefore they were prepared to run some risk. They would be fined \$100 or undergo two months' hard labour.

A telegram published by the *Jiji Shimpō*, from Hakodate, dated October 6th, states that the steamer *Kobushu Maru* was wrecked at Horomushiro, Chishima, on the 17th ult. She was insured by the Tokyo Marine Insurance Company for 65,000 yen.

Sung Shon, the Manchou Governor of Kiangsi, who was transferred by Imperial edict to take over the Governorship of Kiangsu, vacated by Lu Ch'uan-lin, was expected to arrive at Shanghai on the 17th inst., with a small body-guard, en route for his post at Soochow.

The Kobe Cricket Week commenced last Monday with the match Kobe v. Yokohama. Yokohama went in first and made 125, to which Kobe replied with 111. Yokohama closed their second innings at 175 for nine wickets. Kobe made 98 for three wickets, and the match was left drawn.

A Seoul telegram dated the 10th inst. states that, through the medium of the Japanese Minister to Korea, Mr. Shidehara, Director of the Japanese Middle Academy in Yamanashi, has been engaged by the Korean Government as an instructor in the newly established Seoul Academy. The salary is stated to be Yen 200 per month.

According to Japanese papers, while the personnel of the new Cabinet is still entirely unknown, it is understood that it has been decided so far that Count Inouye and Mr. Kato, formerly Minister to St. James's, will be admitted to the Ministry to hold the portfolios of the Minister of Finance and the Minister for Foreign Affairs respectively.

Mr. L. K. Fraser, who went to Bangkok from arm's length some time since, died rather suddenly on the 5th inst. He had been in Bangkok for at least twelve months and had been in hospital suffering from chronic dysentery. He was however at the British Legation a few hours before his death, so that the end came quite unexpectedly. Mr. Fraser once held a good position in Burma.

A "Treaty of Friendship, Commerce, and Navigation" between the United Kingdom and Honduras is published in the *Gazette*, together with an explanatory protocol which gives to Colonial Governments in all cases a period of one year, and one year only, from the date of the exchange of ratifications to come within the operation of the Treaty, while it also reserves to Her Majesty's Government the right to terminate the Treaty on behalf of any Colony by giving twelve months' notice.

Further details are now to hand of the robbing of the Chinese lorcha off Gutzlaff, of which we have already had news by telegraph. The *N. C. Daily News* learns that on Friday morning, the 12th inst., the Chinese lorcha *Chin Pan An*, bound from Hankow to Ningpo with a general cargo, was boarded by pirates off Gutzlaff. Not finding anything of value among the cargo, the pirates captured the lorcha and supercargo of the lorcha and demanded the sum of \$5,000 as a ransom. The lorcha arrived at her destination on Saturday, the 13th inst. The owner left for Ningpo and the matter has already been reported to the Ningpo Tao-tai.

A very pleasant party was given on board the chartered transport *Belgian King* on Thursday evening, states the *Manila Times* of the 14th inst., at which a large number of the British and American friends of her popular commander, Captain T. L. Weiss, were present. Captain Weiss is an old Far Eastern navigator and a great favourite with his passengers. After the dinner the healths of her Majesty Queen Victoria and of President McKinley were duly honoured, and the warmest hopes were expressed that the hospitable host would continue on the run. The party did not break up until past eleven p.m., after one of the most enjoyable evenings of the sort ever passed by the guests.

"Nemo" in the course of a letter to the *N. C. Daily News* says:—The whole Post Office system of China requires remodelling, including that certainly of Shanghai itself, and it is surprising that no scheme has yet been drawn up by business men enumerating the various reforms needed by them as business men in the reconstruction of a new China. Sir Ernest Satow's visit to Shanghai would not have been an unamiable moment for Englishmen to express their wants in full. Germans have had a similar opportunity and Frenchmen may yet have the like. These nations, however, generally work through their officials, who think for them. Englishmen in England are not generally in favour of this method. It may, however, be inevitable to fall into it in the East, where Shanghai itself may be said to be ruled by a triumvirate.

We have received a copy of the first number of the *American-China News*, which started its career in New York last month. The following remarks which introduce it will show its aims:—"The *American-China News* will represent the interests of American commerce, and American activity in general, in China, Japan, Philippine Islands and the Far East. When the present disturbances in China shall have come to an end, American commerce in the Far East will undoubtedly expand and develop in a manner never yet seen in history. To record the progress of this huge economic movement will be the privilege of the *American-China News*. Besides printing cable and mail reports from its own correspondents in the Far East, the *American-China News* will have the advantage of the extended news service of *Orientalische Lloyd* and the *Chinese Universal Gazette*, both published at Shanghai. Several well-known gentlemen, authorities in Far Eastern matters, have commented to discuss questions of the day in the columns of this journal." The first number contains an article from the prolific pen of the Hon. C. Denby.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENTS.]

SHANGHAI, 21st October, 5.8 p.m.

THE KWANGTUNG REVOLT.

NEWS VIA SWATOW.

A Swatow despatch reports that Liu Yung-fu, the Black Flag general, was seriously defeated by a patriotic Triad army on Wednesday last at Huichow in Kwangtung. The patriots are now preparing to attack Canton.

CAPTURE OF A PROMINENT MURDERER.

The ringleader in the killing of the missionaries at Chuchow, in Chekiang, has been captured and brought to Hangchow. SZECHUAN REINFORCEMENTS FOR THE COURT.

The Szechuan contingent of troops which is proceeding to join the Imperial Court arrived at Siangyang on Thursday last.

RIOT IN KIANGSI.

There was a serious riot on the 8th inst. at Hsinchang in Kiangsi province. The yamen was partly destroyed. The disturbance, however, was entirely local.

LONDON, 19th October, 8.25 p.m.

AN INDISPENSABLE PRELIMINARY TO PEACE.

M. Pichon has replied to the Chinese Note that, until the heads of Prince Tuan, Kang-yi, and Tung Fuhsiang have fallen, hostilities cannot cease.

LONDON, 20th October, 8.40 p.m.

IMPORTANT ANGLO-GERMAN AGREEMENT.

The Foreign Office publishes an Anglo-German Agreement maintaining the principle of the "open door," with no territorial advantage to any Power from the present crisis. Great Britain and Germany invite the other Powers to accept the principles of this Agreement.

THE WAR IN SOUTH AFRICA.

LONDON, 19th October, 8.25 p.m.

KRUGER'S DEPARTURE.

Ex-president Kruger has secretly embarked for Europe.

PRESENTATION TO GEN. BULLER.

General Buller has been presented with a sword of honour by the town of Pietermaritzburg, which was delivered from danger by his remarkable defence of Natal.

GENERAL NEWS.

LONDON, 20th October, 8.40 p.m.

GERMANY IN THE RED SEA.

The Porte denies the cession to Germany of the island of Uruon in the Red Sea.

PLOT AGAINST THE TSAI.

A plot against the Tsai's life has been discovered near Sebastopol. The railway was found to be mined. Many arrests have been made.

THE INDIAN FAMINE—ITS COST.

Lord Curzon in a speech on the Indian Famine stated that there had been half a million deaths, that the loss on crops was fifty million pounds sterling, and that seven millions had been spent on relief. The outlook now, however, was brighter.

REUTER'S SERVICE.

LONDON, 18th October.

GERMANY.

Count von Bülow has been appointed Chancellor and Foreign Minister.

THE "AMERICA" CUP.

The New York Yacht Club has accepted Sir Thomas Lipton's challenge. The races will begin on the 26th August, 1901. Sir Thomas Lipton's yacht will be called the *New Shamrock*.

THE DUKE OF YORK'S VISIT TO AUSTRALIA.

It has been decided that all branches of the Service, including the Volunteers, shall be represented in the Duke of York's Guard of Honour.

SOUTH AFRICA.

Commandant Botha is advancing on Lydenburg, which will possibly be besieged.

LONDON, 19th October.

THE TRANSVAAL.

A party of Boers entered Jagersfontein on the 16th and a fight ensued, in which the British lost eleven killed and the Boers twenty killed, including the Commandant.

EX-PRESIDENT KRUGER.

Mr. Kruger embarked at Delagoa Bay in a Dutch warship, going on board secretly at five in the morning for fear of an attack from Boer refugees. The French press is making a great deal out of the circumstances connected with Mr. Kruger's journey. It is evident that the Nationalists are straining every nerve to make the occasion of an Anglophobe demonstration.

CANTON.

[FROM OUR CORRESPONDENTS.]

Canton, 20th October.

GREAT PROGRESS MADE BY THE REBELS IN KWANGTUNG.

In my last letter I reported that Weichow had been attacked and occupied by the rebels, but that upon the arrival of the Imperial troops they had fled and scattered in every direction. Later news, however, has reached Canton that they have mustered a great force, to the number of about 20,000, mostly Hakkas and Tungkun men, and repulsed the attack of the Imperial troops, a great number of the latter being killed and wounded, and four officers of the Imperial army caught and beheaded as a sacrifice to the Flag of Rebellion. The rebels are no doubt men of the Secret Societies, and are going to join their brethren in Szechuan. Their flags bear the characters of Kang, Leang, Ho, Chiang, and Sun; their motto is "to protect foreigners and destroy Manchus." It is said that they are subsidised by their brethren in Singapore and America. The partisans of Sun Yat-sun, alias Sun-man, are far more numerous than those of Kang Yu-wei. When they first started in Weichow they did not rob, nor did they do any harm to the inhabitants, but merely gathered what arms and ammunition and collected what followers as they could find on the way. They are reported to have said to one of the missionaries: "You can go your own way, and we are not going to rob or do you any harm." During the last two or three days they are said to have advanced as far as Poklo and Tamsai. The troops the Victory sent are under the command of Low Pang-shing, Ma Wai Chi, Mok Shien-shi, Teng Wan Lin and Cheung Wai Lin. The worst of the things that so many of the Triad Society joined the Imperial army, and on the battlefield these turned their weapons against the rest of the troops.

TROUBLES IN KWANGSI.

It is also reported that the local banditti in Kwangsi have risen in rebellion, and being joined by the men of the "Three Dots" society of Kiochow, Lui Chow, Lim Chow, and King chow, in large numbers, are giving immense trouble to the local officials. The governor of Kwangsi applied to the Acting Viceroy at Canton for reinforcements; the latter replied that he could hardly spare any soldiers. It seems that a rebellion is gathering round Kwangtung.

HONGKONG VOLUNTEERS IN CAMP.

BY OUR REPRESENTATIVE.

Sunday afternoon. In consequence of the occupation of Stonecutter's Island by a detachment of Indian troops the Hongkong Volunteer Corps had to look round for a fresh site for their annual camp of instruction, which commenced on Friday evening, and some elevated ground off Austin Road, Kowloon, near the Police Range, was fixed upon. There is ample room for the tents, which are a great improvement on those of previous years, being of the Indian pattern with a double covering. Accommodation has been provided for 350 men, and so far the attendance has been satisfactory. The sergeants have a couple of tents allotted to them for meals, and the men eight, a canteen with open front being close at hand.

The entertainments promise to be much better than heretofore. A committee, composed of Lieut. Armstrong, Sergeant King and Bombardier King, have arranged for three or four concerts and football matches and tug-of-war. The concerts will be held on a piece of sloping ground close to the camp, on which a stage has been erected.

The programme of drills is pretty much as usual—one before breakfast, one after, and a third in the afternoon. After the Saturday morning drill the Commandant (Lieut. Col. Sir John Carrington, C.M.G.) addressed a few words to the men, impressing upon them the importance of making the best use of their time in camp.

Last night Lieut. Armstrong acted as Chairman at a concert. Some capital songs were given.

This morning at eight o'clock there was Church Parade for all units, the Presbyterian Chaplain (the Rev. G. W. Williams) preaching. He delivered a most able and appropriate discourse.

This afternoon two football matches take place, a team from the Field Battery meeting one from "C" Machine Gun Company and a team from "A" and "B" Machine Gun Companies meeting one from "I" and "E" Company (Engineer and Infantry).

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

"HIGH COLLAR MEN"

20th October.

TO THE EDITOR OF THE "DAILY PRESS." Sir,—I saw in to-day's issue of your paper a new Japanese slang expression "High Collar Men," which is said to mean, according to the paragraph "Japanese who have been to Europe and claim to have thorough knowledge of European affairs."

I am in a position to point out that the new term does not in fact mean as runs in the above, but a sarcastic term for young *greens* who claim to be thoroughly acquainted with things European. Most of them wear high collars, hence the queer name.—I am, &c.,

A JAPANESE.

NEW ADVERTISEMENTS.

GOVERNMENT NOTIFICATION.
No. 531.

It is hereby notified that the HONGKONG VOLUNTEERS will FIRE from 2.5 R.M.L. and MACHINE GUNS from the Platform above the former Customs Station at Laichikok in a Westerly direction over a sea range from 2 p.m. to 8 p.m. on WEDNESDAY, the 24th October, and SATURDAY, the 27th October, 1900.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary's Office,
Hongkong, 20th October, 1900. [2707]

REQUIRED A POWERFUL LAUNCH.
Length between perpendiculars, about 80 feet.
Speed not less than 10 knots.
Apply by letter to—
COMMODORE F. POWELL, C.B.,
Naval Yard,
Hongkong, 18th October, 1900. [2704]

VICTORIA PRECEPTORY AND PRIORY.
A REGULAR MEETING of the VICTORIA PRECEPTORY will be held at the FREEMASONS' HALL on FRIDAY, the 25th October, at 8.30 for 9 p.m. precisely. Visiting Sir Knights are cordially invited to attend.
Hongkong, 22nd October, 1900. [2705]

PUBLIC AUCTION.
MESSRS. HUGHES & HOUGH have received instructions from the Mortgagee to Sell by Public Auction, in One Lot, on

MONDAY,
the 29th October, 1900, at 3 o'clock P.M., at their Sales Rooms in Ice House Street, All that One equal undivided Fourth Part or Share of and in all that PIECE or PARCEL of GROUND situate lying and being at Kowloon point, in the dependency of Kowloon and Colony of Hongkong, and registered in the Land Office as Kowloon Island Lot No. 607 and of and in all Messuages or Tenements Erections and Buildings thereon, held from the Crown for a term of 75 years from the 25th December, 1888.

Total Area of the whole lot, 43,376 Square Feet; Crown Rent of the whole lot, \$200 per annum.
For further Particulars and Conditions of Sale, apply to—
MESSRS. JOHNSON, STOKES & MASTER,
No. 12, Queen's Road Central,
Solicitors for the Vendor,
or to
THE AUCTIONEERS.
Hongkong, 22nd October, 1900. [2706]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR HAIPHONG.
"HAILONG."
Captain Bathurst, will be despatched for the above port TO-DAY, the 22nd inst., at Noon. For Freight or Passage, apply to—
DOUGLAS LARRAIK & CO.,
General Managers.
Hongkong, 22nd October, 1900. [2703]

UNITED STATES & CHINA JAPAN STEAMSHIP LINE.
ROB. M. SLOMAN & CO., HAMBURG.
NOTICE TO CONSIGNEES.
FROM NEW-YORK AND MANILA.
THE Steamship
"CLAYVERLEY,"
having arrived from the above ports, Consignees of General Cargo are hereby informed that their Goods with the exception of Valuables are being landed at their risk into the Godowns of the Hongkong and Godown Wharf and Godown Company, Limited, whence delivery may be obtained.

All ship-damaged Goods must be left in the Godowns and a certificate of the damage obtained from the Godown Company, and sent into this Office within seven days after the vessel's arrival, after which no claims will be recognised, and Goods remaining undelivered after the 27th instant, will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by the undersigned.
CARLOWITZ & CO.,
Agents.
Hongkong, 20th October, 1900. [2702]

THE HONGKONG WEEKLY PRESS is now ready and contains—
Leading Articles—
Punishment of the Guilty in China.
The Inland Waterways Question.
The Southern Disturbances.
The European Steam-roller.
The Germans at Kiaochow.
The Crisis: Telegrams.
Hongkong Legislative Council.
Supreme Court.
The Crisis in China.
During Piracy Case.
The Regulations as to Back-yards.
Hongkong Jockey Club.
A Dishonest Cook's Brought to Book.
Shanghai's Defence Scheme.
A New Treaty Point in Japan.
H.M.S. Terrible Runs Aground.
The Trade of Singapore.
Canton.
Macao.
Tientsin.
Sundank Notes.
Canton Insurance Company, Limited.
Jahon Mining and Trading Company.
North China Insurance Company, Limited.
Hongkong Volunteer Corps.
Cricket.
The Royal Hongkong Golf Club.
Hongkong Rifle Association.
Water Return.
Consular Reports.
Hongkong and Port News.
Subscription, \$12 per Annum, payable in advance: postage, 3s.
Extra copies 50 cents each, Cash.
Copies can be ordered from the Office to subscribers sent, including postage 34 cents each, or \$1 for three copies Cash.
Hongkong, 19th October, 1900. [2701]

W. BREWER & CO.
NEW BOOKS.
China's Open Door, by Consul-General Wildman \$3.50
China in Decay, by Alexis Krassus 3.50
China and the Present Crisis, by Walton 1.50
All the World's Fighting Ships, by Jane 4.00
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NEW STOCK.
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CROQUET LAWN BOWLS.
AYER'S TENNIS BALLS (covered and uncovered).
23 & 25, Queen's Road, Hongkong. [31]

HONGKONG JOCKEY CLUB.
NOTICE.
AN EXTRAORDINARY GENERAL MEETING of MEMBERS of the above Club will be held in the City Hall on SATURDAY, the 27th October, at 12.15 P.M. Business:—To confirm the Resolution passed at the Extraordinary General Meeting of Members held on the 13th October.
By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 17th October, 1900. [3070]

DAVID CORSAIR & SON'S
MERCHANT NAVY
NEW BOAT.
LONG FLAX.
RELIANCE CROWN CANVAS
TARPAULING
ARNEOLD, KARBURG & CO.,
Sole Agents.
Hongkong, 16th August 1900. [2219]

NEW ADVERTISEMENT.

THE OSAKA SHOSHIN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.
THE Company's Steamship
"MAIDZUEN MARU."
Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 28th inst., at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 22nd October, 1900. [15]

PUBLIC COMPANIES
CHINA TRADERS' INSURANCE COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.

THE THIRTY-FOURTH ORDINARY MEETING of the SHAREHOLDERS in the above Company will be held at the Head Office, Victoria, Hongkong, TO-MORROW (TUESDAY), the 23rd instant, at TWELVE o'clock, Noon, for the purpose of presenting the report of the Directors and Statement of Accounts to 30th April last and of declaring dividends.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 22nd instant, both days inclusive.
By Order of the Board of Directors,
H. P. WADMAN,
Acting Secretary.
Hongkong, 2nd October, 1900. [2557]

HONGKONG ELECTRIC COMPANY, LIMITED.
NEW ISSUE SHARES.
SHAREHOLDERS are hereby notified that the SECOND CALL of \$100 (Three Dollars) per Share has been made and is PAYABLE at the Company's Office, No. 4, Queen's Buildings, on or before 1st November, 1900.

Shareholders are requested when paying the above mentioned call to send to the Company's Agents their provisional Share Certificates for endorsement.
By Order of the Board of Directors,
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 29th September, 1900. [2534]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.
NOTICE TO SHAREHOLDERS.
A DIVIDEND of 820 per Share for the year 1899, equivalent to 40 per cent. on the paid-up Capital of \$50 per Share, has been declared.
WARRANTS will be issued on the 12th October.
By Order of the Board,
W. J. SAUNDERS,
Secretary.
Hongkong, 12th October, 1900. [2637]

OLIVERS FREEHOLD MINES, LIMITED.
NOTICE is hereby given that the FINAL CALL of 50 cents per Share on B Shares numbered—
15501-15600 37871-37970 53065-53078
17251-17350 37971-37970 53092-53099
17351-17450 38070-38079 54437-54486
18251-18350 38080-38089 52763-52782
19451-19550 39341-39345 54617-54623
19551-19650 41056-41155 54631-54637
20621-20680 43284-43383 54736-54749
20681-20780 43384-43383 54752-54758
21096-21105 43884-43883 54768-54770
21211-21310 45632-45731 54833-54896
21311-21480 46332-46381 55452-55462
21741-21820 46332-46566 55444-55477
22238-22247 46562-46581 55074-55080
23053-23062 47922-48021 56435-56534
23183-23232 48772-48821 56678-56777
23493-23512 49072-49121 56878-56977
23794-23843 50070-50081 57181-57200
23922-24071 50050-50066 57351-57350
24556-24598 50253-50272 58171-58190
24920-24961 50324-50337 58383-58382
25312-25336 51143-51167 59983-59980
25304-25403 52006-52009
25586-25585 52672-52721

Must be paid to the undersigned at the Office of the Company, 38 and 40, Queen's Road Central, Victoria, Hongkong, on or before the first day of November, 1900, and notice is also given that in the event of non-payment of such call at the Office of the Company aforesaid on or before the said first day of November, 1900, the above-mentioned Shares will be FORFEITED.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 20th October, 1900. [2701]

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Sole Agents.
Hongkong, 16th August 1900. [2219]

ENTERTAINMENT.

ST. GEORGE'S HALL.

MR. ALEC MARSH
AND
MR. A. G. WARD
beg to announce their

FIRST SUBSCRIPTION CONCERT
(UNDER DISTINGUISHED PATRONAGE)
will take place on

THURSDAY NEXT,
25th OCTOBER, AT 9 P.M.

MESSRS. MARSH and WARD will be kindly assisted by MESSDAMES BREVITT, LANE and MUDIE, and MESSRS. LAMBERT, HILL, GRIMBLE, SCHROETER, and GRACA.

PRICES.
For Series of Three Concerts \$7.50
For One Concert (Reserved) 3.00
Unreserved Seats at Single Concerts 1.00

Tickets and Plan of Hall at the ROBINSON Piano Co.
Hongkong, 20th October, 1900. [2699]

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The COMPANY has a POWERFUL SAL-
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NOTICE. [1019]

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is now prepared to receive perishable pro-
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Moderate Rates.

Wm. FARLANE,
Manager.
Hongkong, 17th February, 1899. [189]

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SURGEON DENTIST,
No. 10, D'AGUIAR STREET.

FREEM'S VERY MODERATE
Consultation Free.
Hongkong, 22nd September, 1891. [2492]

RUGBY FOOTBALL.

ARTHUR J. GOULD.

THE EFFECT OF THE INSTRUCTIONS
TO REFEREES.

When the International Board, with the
unanimous approval of the English, Scottish,
Welsh and Irish Unions, issued their instruc-
tions to referees and players, they did a very
necessary work. Their object was to obtain
uniformity in the interpretation of the laws of
the game. The same laws governed Rugby
football in the four countries, but there were
marked divergencies in some important points
of play. That these differences in practice
existed, was due in some measure to the influence
of Wales, who in recent years has been the in-
novator in Rugby football; and the chief point
in the new instructions undoubtedly struck at
an innovation—a tacit abandonment of the
strict interpretation of the law—which was
due to the general adoption of the Welsh
system of back play by Welsh and English
clubs. With this point, the strict interpreta-
tion of Law 6 with regard to a man who is
tackled putting the ball down at once, I shall
deal at length later in this article; but I would
point out that in numerous small matters there
existed such differences in the ideas of referees
that players who had been accustomed to the
Scottish or Irish interpretation were rather apt
to be fogged when a referee whose ideas were
Welsh of the Welsh determined to have the
game played according to his notions, while
Welsh teams did not lavish blessings on Eng-
lish and Scottish referees whose ideas were at
total variance from those governing the club
games which formed the bulk of their expe-
rience. This came home, especially in the
Welsh international matches with England, in
which the referees were either an Irishman or a
Scotsman, whose ideas of play were farthest
removed from those of Wales. It was there-
fore in the best interests of the game as a whole
that the International Board attempted to bring
about uniformity.

IMPORTANT POINTS.

It would be easier to deal with the effects of the
instructions which sought to secure this end had
they been more generally and consistently ob-
served. At the commencement of the season re-
ferences were very zealous in putting into opera-
tion the most sweeping of the instructions, and at
first there was something like unanimity as to
the meaning of the laws; but before the season
was over differences in practice had arisen
again; while I am bound to say that some of
the most important points were generally ignored.
Let us go through the principal, and deal
with the more important points in order. Let
it be remembered, in the first place, that while the
circular was addressed to referees, upon whom the
conduct of the game chiefly—almost entirely—de-
pends, it was also addressed to the players, who
were expected to make themselves acquainted
with its recommendations and rulings. The first
point laid down was that the visiting team were
bound to see, before the game commenced, that
the ground was the proper size and properly
marked. This is especially important with
regard to the dead ball line or boundary. No
team ought to commence play without ascer-
taining, if there is room for doubt, where the
dead ball line is; yet teams have still been known
to dispute the legality of a try because their
idea of the place where the dead ball line ought
to be differed from the idea of the home team.
Then again, the instructions distinctly state that
"a rebound is not a knock-on, and therefore no
fair catch can be made therefrom or penalty
given." If that be so, an attacking team ought
not to be pulled up for a rebound. Yet this is
done repeatedly. The policy of the Interna-
tional Board, and the intention of the instruc-
tions, is to make the game faster, to keep the
game moving; yet many referees stop the game,
and order a scrimmage, often robbing an attack-
ing team of an undoubted advantage, because of
a rebound. A knock-on or a throw forward, the
laws say, is caused by propelling the ball by the
hand or the arm in the direction of the oppo-
nent's in-goal; if the ball goes forward from any
other part of the body, the referee has no right
to stop the game. But he does it, very often.

For the moment I pass over the references to
"playing on" when a man has been tackled.
With reference to the instruction that "if a
player be hurt the referee should not blow his
whistle till the ball be dead, unless such hurt
player is in such a position that continuance of
play might entail further danger," it may be
said that this rule, which has been generally
observed so far as I have seen, is in keeping
with the general policy of the Board, and is fair
in essence, as it is not fair to penalise a team for
an accident, possibly to one of their own players.
An accident distracts attention, it is true, but
players must play to the whistle, and the in-
structions are clear upon the point. One mat-
ter which the International Board did not
think it necessary to emphasise (the laws are
definite upon it) may very well be referred to
here. In law 3, which deals with the duties of
referees and touch judges, section G says the
referee must whistle "when he notices any ir-
regularity of play whereby the side committing
such gain an advantage." Plainly, therefore,
where the offending side does not gain an ad-
vantage it is not his duty to whistle, and cer-
tainly he ought not to stop the play when the
innocent side gains an advantage by their op-
ponents' accidental or wilful irregularity. Yet
it is repeatedly done. Take the case of that most
frequent form of irregularity—the knock-on. It
is specifically laid down by law 16 that play shall
continue if the innocent side gain an advantage
from the offence of their opponents, but referees
frequently ignore the law and penalise one side
for their opponents' fault. Though somewhat
outside the scope of this article, reference to it

is justified by the prevalence of the mistake on
the part of those who control the game.

There was nothing more definite in the whole
circular than the observations upon the enforce-
ment of penalties under Law 8 (the off-side law),
and nothing more calculated to secure fair play;
yet it was simply astounding to observe the way
in which the instruction was ignored. It was
not so much with regard to playing the ball
off-side that there is cause for complaint; it
is under the head of "active or passive obstruc-
tion" by an off-side player that referees have
been lax. The law says a player must not
be guilty of such obstruction; further he must
not approach within ten yards of any player
waiting for the ball, and penalties are provided;
yet in scores of cases forwards who are off-side
have been allowed to encroach within the ten
yards, and when a back has dropped the ball,
often through their proximity, the offending
side have been allowed to take advantage of
their own offence, when, if the spirit of the laws,
and the plain directions of the instructions, were
obeyed, they would be penalised. It is all very
well for the referee to argue in his own mind
that the back ought to catch the ball, but if he
allows the men to encroach without blowing his
whistle, it is too late to do so when the ball is
dropped and the off-side men are dashing down
upon it. The duty of the referee is to enforce
the penalty immediately the offence is com-
mitted. By abolishing the penalty for lifting a
foot in the scrimmage the Board took a logical
step—heeling is a recognised part of the modern
game—and by legalising the lifting of the foot
the Board fell into line with the modern
game, and showed that they were not disinclined
to encourage back play, even though they were
more anxious to preserve, develop, and en-
courage fast, open forward play.

"REFEREE WHISTLING."
That, I take it, was their chief desire when
they made those important pronouncements
under the head of "referee whistling." These
particular instructions are so important
that I make no apology for quoting them.
"No power is given to the referee," says the
circular, "to whistle simply because a
player is tackled with the ball, and this is one
of the most important points to which the Board
wish to direct attention, as the present habit of
whistling the moment a man is tackled is simply
spoiling the game by slowing it down, and
taking away any advantage a side of quick
followers-up would otherwise gain. When a
player with the ball is tackled and the ball fairly
held, the referee may only blow his whistle for
one of the following cases: 1. Law 11 (b) When
such a player does not at once fairly put the ball
down. 2. Law 11 (c) When such a player is on
the ground and he does not at once fairly put
with the ball, and either get up or roll away
from the ball. 3. Law 11 (d) When a player of
the opposite side prevents such a player from
either putting the ball down or getting up. 4.
Law 3 (e) When the referee considers that the
continuance of play would be dangerous." These
instructions arose out of the Welsh habit of
stopping the play and forming a set scrimmage
whenever a man was tackled. The object of this
was to give the backs every possible chance of
setting passing in motion, as with a set scrimmage,
deliberately formed before the ball was put down,
there was a greater chance of quick heeling to the
halves and passing to the three-quarter line. Welsh
teams thought that theirs was "the better way,"
for their ideal game was one in which the backs
were as often as possible on the move. But the
Scottish and Irish legislators, and the older
school of English followers of the game, believe
in the forwards, and held that fast, vigorous
play by the pack, with clever footwork and hard
following up, were endangered by continual
whistling for set scrimmages. In Wales we
still think that the forwards had quite their
fair share of the play in the game as we played
it; we held that the pack did not lack oppor-
tunities to practice following up, dribbling and
tackling; moreover, we believe that the change
has tended to lessen the chances of scientific com-
bination; but the International Board undoubt-
edly had the law on their side, the majority of
countries favoured a return to the stricter in-
terpretation of the law, and Wales fell into line,
in the interests of the game as a whole. There
is a tendency to slip back to the Welsh way oc-
casionally, but I think it would be a mistake
to encourage this, for law is law, and the strict
interpretation of it has advantages. The result
of the new instructions upon the particular
point has been to make the game faster in
front, and while it strikes a blow at back com-
bination, it stimulates self-reliance and indi-
vidual ability in backs and forwards alike. When
the game is in the hands of a strong referee,
who "has taken the trouble to think out
exactly how the instructions apply to the
various points that arise in practice, it may be
no more dangerous, and quite as interesting,
to those who appreciate good forward work,
as the Welsh style, which must perforce be
grafted on to it. The return to the old style
puts a premium on quick fiddling, kicking,
and passing in the backs; it certainly encourages
unfiring energy in the forwards, and gives the
clever dribbler, the resourceful player, a better
opportunity than he had under the Welsh game.
It does certainly take from the backs to give
to the forwards, but out of it will be evolved
new methods of combination. In the hands of
a weak referee the game under the new instruc-
tions is dangerous, and miserable to watch, since

it is apt to lead to a lot of scrambling and
scragging. The great points are—the referee
must see that the ball is put down when a man
is tackled, and he must see also that the man
has a fair opportunity to put it down. The
means are in his own hand; it is a proof of his
incompetence (and many a proof has been
given) if he allows the game to deteriorate into
a hugging, tugging, scragging match.

In so far as the instructions aimed at uniform-
ity of practice, in so far as they have secured
it, they are excellent. As will be gathered from
the foregoing, in Wales we do not regard the
instruction last dealt with as favourable to the
continued development of the game which we
have regarded as peculiarly our own; but we
recognise that it has a good effect (or ought to
have, when properly carried out by players and
referees) upon forward play. It meets the ideal
of three out of the four countries, and Wales
loyally accepts it. With regard to the other
points, they all make for greater clearness of
conception and the encouragement of fair play.
Their effect has been a good one, where they
have been intelligently and loyally carried out;
the only regret is that referees have not more
strictly enforced some of the instructions, espe-
cially those relating to off-side play.

NOTICE TO CONSIGNEES

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BAYERN."

OF THE NORDDEUTSCHER LLOYD.
The above named steamer having arrived,
Consignees of cargo are hereby informed that
their Goods, with the exception of Opium,
Treasure, and Valuables, are being landed and
stored at their risk into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Limited, Kowloon, whence delivery may be
obtained.

Optical Cargo will be forwarded unless
notice to the contrary be given before NOON
TO-DAY.

No Claims will be admitted after the Goods
have left the Godown, and all Goods remain-
ing undelivered after the 25th October will be
subject to suit.

All broken, chafed, and damaged Goods are
to be left in the Godown, where they will be
examined on TUESDAY, the 24th October,
and THURSDAY, the 26th October, at 9.30
A.M.

All claims must reach us before the 28th
October, or they will not be recognised.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by the
undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
Agents.
Hongkong, 18th October, 1900. [18]

CARMICHAEL & BARLOW,
CONSULTING ENGINEERS, SURVEYORS, AND
CONTRACTORS.

DESIGNS and Specifications prepared for
any class of Steamships, Launches and
light-draught vessels a specialty. Contractors
for the supply and erecting of any type of
machinery. New work and repairs supervised.
New and second hand Launches for Sale.
Telegrams: "CELESTE," Hongkong.
Telephone, 232.
H. F. CARMICHAEL,
B. J. BARLOW.
Hongkong, 1st June, 1899. [1637]

NOTICE OF REMOVAL.

MR. A. TACK'S FURNITURE STORE
will be REMOVED to Des Voeux
Road, New Praya, opposite the Offices of the
P. and O. S. N. Co., on or about the 30th inst.
Owing to the decorations not being complete,
business will not be transacted at the new build-
ing for two or three weeks, but will be re-
sumed at an early date. Customers are respect-
fully requested to call at or send communica-
tions to Nos. 27 and 28, LEE YUEN STREET
EAST, their temporary Store.
Hongkong, 27th September, 1900. [2514]

YOBARI AND SORACHI
COALS.

HOKKAIDO-TANKO TETSUDO
KAISHA
HOKKAIDO COLLIERY AND RAILWAY CO.)

CAPITAL Yen 12,000,000 ANNUAL OUT-
PUT 800,000 TONS.

PORTS OF EXPORT—
OTARU AND MURORAN.

THE celebrated Yubari and Sorachi Coals are
widely known as the best and most econo-
mical Japanese Coals. The Coals can be ob-
tained at Tokyo, Yokohama, Otaru, Muroran,
Shanghai, Hongkong, and other principal ports.
OFFICE: MINAMI IIDAMACHI, TOKYO,
JAPAN.

Telegrams: "TANKO" TOKYO.
HUGHES & HOUGH,
Agents for Hongkong. [49]

JACK A YOUNG & CO.,
Nos. 76 & 78, DES VOEUX ROAD (OLD PRAYA
CENTRAL).

NOTICE is hereby given that WING KIT
and A. T. Y. are no longer connected
with the above firm, both having been dismissed
as foremen. On and after the 22nd September
we shall not be responsible for their liabilities or
their dealings, &c., &c.

Customers are respectfully requested hence-
forth to communicate direct with this firm, or
through our Assistants who are authorised to
go on board vessels for orders for gear, &c., &c.
Dated Hongkong, 22nd September, 1900. [2498]

DON'T SHOOT YOURSELF!

No doubt you often feel like it, but after just
a little deliberation you can afford to do it.
But that thumping, rocking Head-ache;
what can you do with it? Give it its quietus by
using Little's Oriental Balm. It acts like magic.
It kills pain at once. No waiting, no suffering,
no doing with nauseous medicine. Mr. S. T.
Hofman, Watnaby, Washington, says:—It is a
wonderful remedy. After suffering all day with
intense Head-ache, one application of the Balm
stopped the pain in 5 minutes. Sold at 2s. 3 per
bottle. Agents:—The "VICTORIA DISPENSARY, L.D." Hongkong. 1900-4

Manufactured only by LAMBERT & BUTLER, LTD., LONDON, ENGLAND.
W. BREWER & CO., AGENTS, HONGKONG. [2653-1]

TO LET.

TO LET,
WITH IMMEDIATE POSSESSION.
A SPACIOUS ROOM, suitable for an
OFFICE, on N.E. corner of Third
Floor, PRINCE'S BUILDINGS.
Apply to—
S. J. DAVID & CO.
Hongkong, 10th July, 1900. [1945]

TO LET.
ONE LARGE ROOM, THIRD FLOOR,
QUEEN'S BUILDINGS,
"WAGENINGEN." MOUNT KELLET,
PEAK.

13, PRAYA CENTRAL, now known as
29, Des Voeux Road CENTRAL. ROOMS on
2nd Floor.

TOP FLOOR of the GODOWN No. 2a,
BLUE BUILDINGS.
A HOUSE in RIFON TERRACE.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 9th October, 1900. [91]

TO LET.

From the 1st November Next.

"INGLEWOOD."

A FIVE ROOMED HOUSE, with TENNIS
COURT.

Apply to—

HUMPHREYS ESTATE AND
FINANCE CO., LIMITED.
Hongkong, 1st October, 1900. [2545]

TO LET.

FROM the 1st October—FOUR ROOMS
and COMPTROLLER OFFICES on the
1st Floor No. 16, Des V

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPART	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA SUEZ CANAL.	GLENGYLE	Brit. str.	—	Darke	McGREGOR BROS. & GOW	On 27th inst.
LONDON VIA SUEZ CANAL.	IDOMENEUS	Brit. str.	—	Riley	BUTTERFIELD & SWIRE	On 30th inst.
LONDON VIA SUEZ CANAL.	BOMBAY	Brit. str.	—	G. W. Montford, R.N.R.	P. & O. S. N. Co.	On or about 1st Nov.
LONDON VIA SUEZ CANAL.	AGAMEMNON	Brit. str.	—	Nish	BUTTERFIELD & SWIRE	On 15th Nov.
LONDON VIA SUEZ CANAL.	AXA	Brit. str.	—	Batt	BUTTERFIELD & SWIRE	On 27th Nov.
LIVERPOOL DIRECT.	TANTALUS	Brit. str.	—	Gregory	BUTTERFIELD & SWIRE	On 17th Nov.
IREMEN, VIA PORTS OF CALL.	OLDENBURG	Ger. str.	—	H. Prager	BUTTERFIELD & SWIRE	On 31st inst., at Noon.
MARSEILLES, &c., VIA PORTS OF CALL.	LAOS	Fran. str.	—	Flapin	McGREGOR BROS. & GOW	To-day, at 1 p.m.
MARSEILLES, &c., VIA PORTS OF CALL.	MAITA	Brit. str.	—	P. J. Cole	P. & O. S. N. Co.	On 27th inst., at Noon.
MARSEILLES, LONDON & ANTWERP, V. S. POSE, &c.	SANUKI MARU	Jap. str.	—	W. Townsend	NIPPON YUSEN KAISHA	On 2nd Nov., at Daylight.
HAYRE & HAMBURG	BAMBERG	Ger. str.	—	Jacobs	CARLOWITZ & CO.	To-morrow.
HAYRE & HAMBURG	SARINIA	Ger. str.	—	Schlaefke	CARLOWITZ & CO.	On or about 2nd Nov.
HAYRE & HAMBURG	SUEVIA	Ger. str.	—	Forek	CARLOWITZ & CO.	On or about 18th Nov.
HAYRE & HAMBURG	ANAPHA	Brit. str.	—	A. Wagner	CARLOWITZ & CO.	On or about 2nd Dec.
NEW YORK VIA SUEZ CANAL.	EMPEROR OF CHINA	Brit. str.	—	R. Archibald, R.N.R.	SHEWAN, TOMES & CO.	On or about 27th inst.
VANCOUVER, VIA SHANGHAI, &c.	IDEYU MARU	Jap. str.	—	M. J. Carnov	CANADIAN PACIFIC R. CO.	On 24th inst.
VICTORIA, B.C., &c., VIA SHANGHAI, &c.	BRAEMAR	Brit. str.	—	W. Watt	DODWELL & CO. LIMITED	On 27th inst., at 4 p.m.
VICTORIA, B.C., &c., VIA SHANGHAI, &c.	MONMOUTHSHIRE	Brit. str.	—	Kennedy	T. H. STEVENS & CO.	On 10th Nov.
SAN FRANCISCO VIA AMOY, &c.	DORIC	Brit. str.	—	—	—	On or about 25th inst.
SAN FRANCISCO VIA AMOY, &c.	NIPPON MARU	Jap. str.	—	—	—	To-morrow, at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	CITY OF RIO DE JANEIRO	Amr. str.	—	—	—	On 30th inst.
SAN DIEGO, &c., VIA SHANGHAI, &c.	CARLEIGH CITY	Brit. str.	—	—	—	On 8th Nov., at Noon.
AUSTRALIAN PORTS.	GUTHRIE	Jap. str.	—	—	—	On 20th Nov.
AUSTRALIAN PORTS.	YAWATA MARU	Brit. str.	—	—	—	On 26th inst., at Daylight.
AUSTRALIAN PORTS.	CHANGSHA	Brit. str.	—	—	—	On 28th inst., at 4 p.m.
AUSTRALIAN PORTS.	YASA MARU	Jap. str.	—	—	—	To-morrow.
KOBE & YOKOHAMA	HIROSHIMA MARU	Jap. str.	—	—	—	On 26th inst., at Daylight.
MOJI, KOBE & YOKOHAMA	TOKIN	Fran. str.	—	—	—	On 4th Nov., at Daylight.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	CANTON	Brit. str.	—	—	—	On or about 23rd inst.
SHANGHAI & JAPAN	CHOROMANDEL	Brit. str.	—	—	—	On or about 26th inst.
SHANGHAI	HAIRONG	Brit. str.	—	—	—	To-day, at Noon.
HAIRONG	MAIDZU MARU	Jap. str.	—	—	—	To-day, at Noon.
SWATOW, AMOY & TAIWANPOO	ANPING MARU	Jap. str.	—	—	—	On 24th inst.
FOOCHOW VIA SWATOW & AMOY	AKASHI MARU	Jap. str.	—	—	—	On 31st inst., at Daylight.
MANILA VIA AMOY	YUENSHANG	Brit. str.	—	—	—	On 24th inst.
MANILA DIRECT	MENMUE	Jap. str.	—	—	—	To-morrow, at 4 p.m.
MANILA, JEBU & ILOILO	YAWATA MARU	Brit. str.	—	—	—	To-morrow, at 4 p.m.
MANILA	KAIPOH	Brit. str.	—	—	—	On 27th inst., at 4 p.m.
MANILA	CHANGSHA	Brit. str.	—	—	—	On 28th inst., at 4 p.m.
SANDAKAN	MAUSANG	Brit. str.	—	—	—	On 23rd Nov., at Noon.
SAMARANG & SOURABAYA	SHANTUNG	Brit. str.	—	—	—	On 24th inst., at Noon.

SHIPPING.

ARRIVALS.
Oct. 19, EXE, British steamer, Dale, Mororan 6th Oct., Coal.—DODWELL & CO., LTD.
Oct. 20, KWONGKONG, British str., 977, Stalker, Taku 11th Oct. and Chofoo 14th, General.
JARDINE, MATHESON & CO.
Oct. 20, CLAVESLEY, British str., 1,920, Wigley, Manila 10th Oct., General.—CARLOWITZ & CO.
Oct. 20, P. C. C. KLAO, British steamer, 1,012, McLellan, Bangkok 10th October, Elos.—BUTTERFIELD & SWIRE.
Oct. 20, ANPING, British str., 1,158, H. Barlow, Shanghai 17th Oct., General.—CHINESE.
Oct. 20, DUMBLANE, Italian steamer, 721, Z. Trapani, Fremantle 20th August, Sandalwood.—ORION.
Oct. 20, F. C. KLAO, British str., 1,011, Jaa, Fowler, Bangkok 10th October, Rice.—BUTTERFIELD & SWIRE.
Oct. 20, YUENSHANG, British str., 1,128, P. H. Rolfe, Manila 17th October, General.—JARDINE, MATHESON & CO.
Oct. 20, BENJARIO, British str., 1,454, Krobbe, Singapore 11th October, General.—GIBB, LIVINGSTON & CO.
Oct. 20, BELGIAN KING, British str., 1,450, Weiss, Manila 13th Oct., Ballast.—BUTTERFIELD & SWIRE.
Oct. 20, DIOMED, British steamer, 3,005, J. H. Goodwin, Singapore 14th October, Coal.—BUTTERFIELD & SWIRE.
Oct. 20, FAIRHORN, British str., 989, J. Gordon, Haiphong 10th October and Hoibow 19th, General.—JESSEN & CO.
Oct. 20, HONGKONG, French str., 862, Pannier, Haiphong 17th Oct. and Hoibow 19th, General.—A. R. MARTY.
Oct. 20, JAMES BRAND, British str., A. Torrance, Kutuang 12th Oct., Kerosine.—MEYER & CO.
Oct. 20, MILOR, German str., 1,500, Hermann, Hongay 10th Oct., Coal.—EAST ASIATIC TRADING CO.
Oct. 20, SHINAN, British steamer, 845, Holton, Saigon 13th Oct., Rice and General.—BRADLEY & CO.
Oct. 21, ANTON APGAR, British str., 2,879, A. Stewart, Calcutta 30th Sept., Penang 10th Oct. and Singapore 15th, General.—DAVID SASSON, SONS & CO.
Oct. 21, CLARA, German str., 675, Hansen, Haiphong 17th Oct., General.—JESSEN & CO.
Oct. 21, DUKER OF PORTLAND, British str., 2,481, D. C. Long, Calcutta 7th Oct., General.—JARDINE, MATHESON & CO.
Oct. 21, LAOS, French str., 2,301, Flaudin, Shanghai 22nd Oct., Mails and General.—MESSAGERIES MARITIMES.
Oct. 21, LORRAINE, German str., 1,245, F. Scholz, Shanghai 18th October, General.—SIESSSEN & CO.
Oct. 21, NIPPON MARU, Japanese steamer, San Francisco 22nd Sept., Mails and General.—TOYO KISEN KAISHA.
Oct. 21, NORDENEY, German str., 3,569, Fench, Hamburg 5th Sept. and Singapore 13th Oct., General.—SIESSSEN & CO.
Oct. 21, SUEVIA, German str., 2,663, Th. Forek, from Singapore, General.—SIESSSEN & CO.
Oct. 21, ASTRAEA, British steamer, 4,300, Alfred Paget, Singapore 15th October.
Oct. 21, JANUS, British torpedo boat destroyer, Lieut. Comdr. R. G. Corlett, Plymouth 19th April.

CLEARANCES.

At THE HARBOR MASTER'S OFFICE.
20th OCTOBER.
Astoria, German str., for New York.
Erie J. Ray, Amr. bark, for Quinhon.
Claviesley, British str., for Shanghai.
Tamsui Maru, Japanese str., for Swatow.
Elee, German str., for Vladivostok.
Thales, British str., for Swatow.
Energia, British str., for Moji.
Hailou, French str., for Hoibow.
Kachidate Maru, Japanese str., for Moji.
Tiger, Norw. str., for Kutchinotzu.
James Brand, British str., for Shanghai.
Quarta, German str., for Hoibow.
Choufu, German str., for Swatow.

DEPARTURES.

Oct. 20, SUNGLANG, British str., for Amoy.
Oct. 20, DALHOUSIE, British str., for Taku.
Oct. 20, SULLBERG, German str., for Chofoo.
Oct. 20, SERBIA, German str., for Singapore.
Oct. 20, HUE, Fr. str., for Kwong-chow-wan.
Oct. 20, ANPING, British str., for Canton.
Oct. 20, HINYUNO, British str., for Shanghai.
Oct. 20, TAIWAN, British str., for Shanghai.
Oct. 20, DRYANOWSKI, Ger. str., for Hoibow.
Oct. 21, ASTORIA, German str., for New York.
Oct. 21, TAMU MARU, Jap. str., for Swatow.
Oct. 21, THALES, British str., for Swatow.

VESSELS IN DOCK.

At KOWLOON DOCK.—U.S.S. Monterey, Canton, Canton River, Admistror, Gwalior, Elita Nossak, Don Juan de Austria, Likh, Chingta, Hama Maru.
At COSMOPOLITAN DOCK.—Stanfield.

SHIPPING REPORTS.

The British steamer *Feiching*, from Haiphong 16th Oct. and Hoibow 19th, had strong N.E. and E.N.E. winds throughout.
The British steamer *Benlarig*, from Singapore 11th inst., reports that she passed through typhoon on 17th and 18th.
The British steamer *P. C. Kiao*, from Bangkok 10th inst., had fine weather to Padaran; from thence to arrival strong monsoons.
The British steamer *Yuenyang*, from Manila 17th inst., had fresh to moderate monsoon and high to moderate sea, clear weather throughout.
The British steamer *Arcticon*, from Calcutta 30th Sept., Penang 10th and Singapore 15th, had fine, clear weather and moderate to fresh breeze.
The German steamer *Longmoon*, from Shanghai 15th inst., had fine, clear weather and fresh N.W. wind to Lamook; from thence to port north storm. Passed three German transports *Arcticon*, *Crefeld* and *Roland*, bound north.
The British steamer *Duke of Portland*, from Calcutta 7th inst., had fine weather with light S.W. winds through Bay of Bengal; thence to Singapore light W.S.W. winds with occasional showers, and thence to lat. 11 N., long. 107.30 E., strong freshening wind veering from W. to E., with thick rain and high confused sea, till reaching lat. 17 N. 10 N., long. 113 E., and moderate weather till reaching Hongkong.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.
LONDON, HAVRE, BORDEAUX, ALSO.

PORTS OF BRAZIL AND VERLATE.

ON MONDAY, the 22nd October, 1900, at 1 p.m., the Company's Steamship "LAOS", Captain Flaudin, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 21st October. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.
For further Particulars, apply at the Company's Office.
G. DE CHAMPEAUX, Agent.

Hongkong, 9th October, 1900. [2]

FOR WUCHOW VIA KANCHUK, SAM-SUI, SHIHWHING AND TAKHING.

THE Company's Steamship

"KWAILUM," Captain D. Bowle, will be despatched for the above ports TO-DAY, the 22nd inst., at 5 p.m. For Freight or Passage, apply to KAI HING & CO., 46, Praya West.

Hongkong, 20th October, 1900. [2691]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY. THE Company's Steamship

"YUENSANG," Captain Rolfe, will be despatched as above TO-MORROW, the 23rd inst., at 4 p.m. This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 19th October, 1900. [2689]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOURABAYA. THE Company's Steamship

"SHANTUNG," Captain Quail, will be despatched as above TO-MORROW, the 23rd inst., at 4 p.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 19th October, 1900. [2647]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)
"EMPEROR OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 24th Oct., 1900
"EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 21st Nov., 1900
"EMPEROR OF JAPAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 19th Dec., 1900

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for some time at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder Street.

Hongkong, 29th September, 1900. [9]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR SHANGHAI. STEAMERS TO SAIL ON REMARKS.
SHANGHAI (Canton) About 26th Oct. Freight or Passage.
SHANGHAI and JA- (Canton) About 26th Oct. Freight or Passage.
PAN (C.F. Lockstone, R.N.R.) Oct.

MARSEILLES and MALTA (F. J. Cole) About 27th Oct. See Special Advertisement.
LONDON DIRECT (G.M. Montford, R.N.R.) Nov.

LONDON (BOMBAY) About 1st Nov. Freight or Passage.
G.M. Montford, R.N.R.

For Further Particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 3rd October, 1900. [1]

HAMBURG-AMERIKA-LINIE. (FREIGHT SERVICE).

NORDDEUTSCHER LLOYD. (FREIGHT SERVICE).

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LIEBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.
BAMBERG (HAYRE & HAMBURG) On 23rd Oct. Freight.
Capt. Jacobs (London with transshipment in Hamburg)

* SARNIA (HAYRE & HAMBURG) About 2nd Nov. Freight and Passage.
Capt. Schlaefke (London with transshipment in Hamburg)

SUEVIA (HAYRE & HAMBURG) About 18th Nov. Freight.
Capt. Forek (London with transshipment in Hamburg)

AMBRIA (HAYRE & HAMBURG) About 2nd Dec. Freight.
Capt. A. Wagner (London with transshipment in Hamburg)

* This steamer has superior accommodation for Passengers, and carries a Doctor and a Stewardess.
For further particulars as to Freight, Passage, etc., apply to CARLOWITZ & CO., Agents.

HAMBURG-AMERIKA-LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 11th October, 1900. [13]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
BRAEMAR	3,601	W. Watt	November 10
DUKE OF FIFE	3,821	J. B. Cox	November 24
OLYMPIA	2,897	J. Trubridge	November 30
QUEEN ADELAIDE	2,832	F. McNair	December 16

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £52.

Excellent accommodation. First class Table. Doctors and STEWARDESSE carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4 days. Magnificent Scenery of the Rocky and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, £35.

The best route to the KONTYKE GOLD FIELDS. Frequent sailings from VICTORIA and TACOMA to DYER and ST. MICHAEL.

Rates of Passage to other Ports on application. A Special rate allowed to members of Government Service. For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 10th October, 1900. [10]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. A.E.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
OLDENBURG	—	WEDNESDAY 31st October
BAYERN	—	WEDNESDAY 14th November
STUTTGART	—	WEDNESDAY 28th November
KONIG ALBERT	—	WEDNESDAY 12th December
PRINZ HEINRICH	—	WEDNESDAY 26th December
PRINZESS IRENE	—	WEDNESDAY 9th January, 1901
PREUSSEN	—	WEDNESDAY 23rd January, 1901
HAMBURG (Hamburg-Amerika Linie)	—	WEDNESDAY 6th February, 1901
SACHSEN	—	WEDNESDAY 20th February, 1901
KIAUTSCHOU (Hamburg-Amerika Linie)	—	WEDNESDAY 6th March, 1901

ON WEDNESDAY, the 31st day of October, 1900, at Noon, the Steamship "OLDENBURG" of the NORDDEUTSCHER LLOYD, Captain H. Prager, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on MONDAY, the 29th October. Cargo and Specie will be received on Board until 5 p.m. on TUESDAY, the 28th October; and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 30th October.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

MELCHERS & CO., AGENTS.

Hongkong, 18th October, 1900. [5]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
INABA MARU	—	FRIDAY 26th Oct., at Daylight.
W. Bainbridge	—	—

YAWATA MARU (SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE) FRIDAY, 26th Oct., at 4 p.m.

A. E. MOSES

IDEYU MARU (VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA) SATURDAY, 27th Oct., at 4 p.m.

M. J. CARNOW

SANUKI MARU (MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID) FRIDAY, 2nd Nov., at Daylight.

W. TOWNSEND

HIROSHIMA MARU (MOJI, KOBE and YOKOHAMA, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA) SUNDAY, 4th Nov., at Daylight.

VESSELS ON THE BERTH
OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, AND EUROPE, VIA THE
OVERLAND RAILWAYS AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.
VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
DORIC (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Oct. 23, at Noon.
COPIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Nov. 17, at Noon.
GAELIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 11, at Noon.

THE Company's Steamship "DORIC" will be despatched for SAN FRANCISCO VIA AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU ON TUESDAY, the 23rd October, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, Germany by all trans-Atlantic Lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 19th October, 1900.

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA DIRECT.

THE Company's Steamship

"MENMUIR."

Captain R. W. Almond, will be despatched as above TO MORROW, the 23rd inst., at 5 P.M. The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 17th October, 1900. [2678]

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE.

THE Company's Steamship

"CHANGSHA."

Captain Moore, will be despatched as above TO MORROW, the 23rd October.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 5th October, 1900. [2585]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANÇAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"TONKIN."

Captain Vaquier, will be despatched for the above ports on or about TUESDAY, the 23rd instant, instead of as previously notified.
For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.
Hongkong, 20th October, 1900. [2]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SANDAKAN.

THE Company's Steamship

"MAUSANG."

Captain R. Cox, will be despatched for the above port on WEDNESDAY, the 24th instant, at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 17th October, 1900. [2677]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY, AND MELBOURNE.

THE Company's Steamship

"CHANGSHA."

Captain Moore, will be despatched as above on MONDAY, the 12th November, at Noon. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light. N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 5th October, 1900. [2586]

VESSELS ON THE BERTH
THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR POOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"AKASHI MARU."

Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 24th inst. For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 11th October, 1900. [2524]

FOR PORTLAND (OREGON) VIA JAPAN

THE A.1 Steamship

"MONMOUTHSHIRE."

100 A.1 sailing FOR PORTLAND (OREGON), about the 25th inst., has room for a few First Class Passengers at reduced rates. Bookings for Interior Points and Europe. Stewards and Surgeon carried.

Apply—
T. M. STEVENS & CO.,
Agents.
Hongkong, 20th October, 1900. [2570]

PASSAGE.

THE Steamship

"MONMOUTHSHIRE."

100 A.1 sailing FOR PORTLAND (OREGON), about the 25th inst., has room for a few First Class Passengers at reduced rates. Bookings for Interior Points and Europe. Stewards and Surgeon carried.

Apply—
T. M. STEVENS & CO.,
Agents.
Hongkong, 19th October, 1900. [2567]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN AND QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE."

Captain McArthur, will be despatched for the above ports on FRIDAY, the 26th inst., at DAYLIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available, for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 5th October, 1900. [2593]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 30, 1900, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Nov. 24, 1900, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 18, 1900, at Noon.

THE Twin-Screw Steamship

"NIPPON MARU"

will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU ON TUESDAY, the 30th October, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 8th October, 1900.

[5]

VESSELS ON THE BERTH
THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Company's Steamship

"MALTA."

Captain F. J. Cole, carrying Her Majesty's Mail, will be despatched from this for Malacca and London direct on SATURDAY, the 27th October, at Noon, taking passengers and cargo for the above ports.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
A. M. MARSHALL,
Acting Superintendent.
Hongkong, 16th October, 1900. [1]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Nov. 8, at Noon.

YAMAHA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 4, at Noon.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Dec. 27, at Noon.

THE Company's Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU ON THURSDAY, the 8th November, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 15th October, 1900. [3]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHAFON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "CARLISLE CITY" On 20th Nov. 3,002 Tons.

The Steamship "CARLISLE CITY" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, AND HONOLULU, on TUESDAY, the 20th November.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs at San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 5th October, 1900. [14]

HONGKONG, CHINA AND JAPAN.

[5]

VESSELS ON THE BERTH
NIPPON YUSEN KAISHA, FOR MANILA.

THE Company's Screw Steamship

"YAWATA MARU."

3,820 tons gross, Captain A. E. Moss, will be despatched for the above port on FRIDAY, the 20th instant, at 4 P.M.

This new Mail steamer is especially constructed for service in the Tropics and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator, Doctor and Stewardess carried.

Return tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to
A. S. MIHARA,
Manager.
Hongkong, 17th October, 1900. [2675]

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ANAPA"

will be despatched for the above port on or about the 27th October, 1900.

For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 16th October, 1900. [2497]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA, CEBU AND ILOILO.

THE Company's Steamship

"KAIFONG."

Captain Pennefather, will be despatched for the above ports on SATURDAY, the 27th inst., at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 15th October, 1900. [2658]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"ANPING MARU."

Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 31st inst., at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 17th October, 1900. [1443]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA

THE Company's Steamship

"CHANGSHA."

Captain Moore, will be despatched as above on MONDAY, the 23rd November, at Noon. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 5th October, 1900. [2587]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"AJAX."

Captain Batt, will be despatched as above on TUESDAY, the 27th November.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 19th October, 1900. [2688]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STRAM NAVIGATION CO.'s fortnightly service home to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour—
STATE OF MAINE, American ship, Colcord—Standard Oil Co.

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE.

Absolutely Smokeless and Water-resisting. THE BEST NITRO-POWDER IN THE WORLD. PRICE OF 12-BORE CARTRIDGES—Loaded with Powder only, and 1 oz of Shot. Primrose Cases ... \$5.65 37.40
Pegamoid Cases ... 6.25 38.65
Ejector Brass Cases ... 6.99 39.85
5 per cent. discount on orders of 1,000 and over.

Apply to
WM. SCHMIDT & CO.,
Gunmakers,
Hongkong.
Hongkong, 27th July, 1897. [187]

QUAN WAH & CO.

ITALIAN MARBLE AND GRANITE MONUMENTS.

DESIGNS & PRICES ON APPLICATION. At No. 1, Queen's Road East, Hongkong. Hongkong, 17th October, 1899. [2648]

CARBOLINEUM-AVENARIUS USED FOR OVER TWENTY YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Dampness.

Sole Agents for China.
LUTGENS, EINHORN & CO.,
Hongkong, 31st August, 1897. [33]

INSURANCES
SCOTTISH METROPOLITAN ASSURANCE CO.

The combined ACCIDENT and LIFE POLICY is the MOST ADVANTAGEOUS form of INSURANCE.

A yearly premium of £28 2s. (age 30) secures the following—
£2,000 in case of death by accident.
£1,000 in case of natural death.
£1,000 in case of permanent total disablement by accident.

£300 in case of partial total disablement by accident.
£6 per week in case of temporary disablement by accident.

Accidents insured against for £4 and £2 per annum (£1,000 in case of death, by weekly payments in case of injury).

For further Particulars apply to
J. Y. VERNON,
Agent.
Hongkong, 8th June, 1896. [1774]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA, INCORPORATED 1851.

CAPITAL £410,000.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

Wm. MEYERINK & CO.,
Agents.
Hongkong, 18th May, 1900. 1512

"LUNION"

FIRE INSURANCE COMPANY, LTD. (Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS against FIRE at current rates.

Claims settled direct without reference to the Head Office.

A. R. MARTY,
Agent.
Hongkong, 1st August, 1900. 2118

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ, JACOB & CO.,
Agents.
Hongkong, 2nd April, 1900. [102]

PHENIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPELLE & CO.,
Agents for the Phoenix Fire Office.
Hongkong,

THE WEATHER

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